His Withdrawal From the New Orleans Tracks Due, it is said, to the Predominance of Cella and Condon—Empire City to Have His Services Exclusively, Maybe.

It is a matter of gossip among turfmen just now that Matt J. Winn resigned the management of the New Orleans track the other day not only because he wished to give more time to the affairs of the Empire City and Churchill Downs tracks, but also because of a serious breach in his relations with John Condon, the blind turfman of Chicago, and his ally in racing affairs, L. A. Cella. For several weeks the gossips have been predicting that Winn would not remain boss of the two Crescent City tracks, and they hinted, too, that Winn would get out of his own accord simply for the reason that could not stand for dictation. It appears that Ed Corrigan has all along been sponsor Winn, and while Corrigan was the "big noise" Winn ruled as he pleased. But as Cella and Condon gradually got control of affairs in the Louisiana metropolis Corrigan's power became less and less, until, it is said. tournament at Deal, England, on June 1, 2 Winn found that he could not in justice to

himself retain his position. As a matter of fact it was stated some time ago that Cella and Condon were not paricularly well pleased when they learned that Winn had signed a five years contract to manage the Empire City track at \$7,500 a Winn had much assistance, it is said, from Rome Respess and Joseph Rhinock in getting the running meeting at Yonkers under way last August, and when a success was scored Cella and Condon, it is asserted, were "sore" because they had not been declared in with the deal. But since then James Butler, the owner of the Empire track, has cut loose from all the Western promoters with the exception of Winn and Lyman G. Davis, the racing secretary. In fact, friends of Mr. Butler have repeatedly said of late that it was at his urgent request that Winn concluded to get out of the New Orleans

Just so long as Winn was identified with the Cella-Condon crowd Mr. Butler thought the metropolitan racing public would have regarded Yonkers as practically a Western track. Winn, upon taking hold at New Or-leans, instituted the Eastern betting system and other innovations that have been successful on the Jockey Club tracks, but from the first Condon and Cella, it is said, desired a return to the old methods of bookmaking. That naturally caused friction and in the body to lay the matter before its council, and course of time there was much ill feeling to nominate a representative to serve on the and some jealousy.

Winn has not consented to talk for publication at all since his withdrawal from the game at the Crescent City, but several well posted turfmen said yesterday that Winn probably felt that in view of the fact that one man not only controlled one of the New Orleans tracks but also was racing a big stable of horses there, at the same time baving a large financial interest in several of the leading books in the ring, it was time to quit. If Winn finally severs all relations with the Western turf combination by getting out of the management of the Louisville track. Empire City will increase its hold on the confidence of the racing public. Winn has never been interested in the gambling end of racing and is a competent manager. Mr. Butler says that when he signed Winn for five years he knew that he would secure a man who in the course of time would build up the Yonkers track until it compared favorably with any racetrack in America.

recently the advisability of holding a mass meeting in this city to protest against the anti-betting bills at Albany are still figuring it up in their minds. They say such a meeting would appeal to thousands of men who do not wish to see the turf destroyed and that it would afford an excellent chance for urf followers to make a popular demonstra-While a defigite conclusion as to the meeting has not been reached yet it been suggested that perhaps Senator Bailey of Texas, himself a breeder of thoroughbreds, could be induced to head the list of speakers. Others that might consent to make speeches in favor of racing, as suggested by the men who favor a mass meeting, are James Wadsworth, chairman of the State Racing Commission; Senator Blackburn, Senator Patrick I. McCarren, Timothy P. Sullivan, Senator Thomas F. Grady and others. If the approval of the Jockey Club can be secured t is said that the meeting will be held.

Within the next three weeks nearly all the star ball players of the two major leagues will pack up their traps and get under way for the sunny South. Jack Chesbro and Billy Keeler of the New York Americans will probably leave in a day or two for Hot Springs, where Clark Griffith will have the veterans of the team with him for several weeks. Chesbro's early start for the Arkansas health resort has caused much favorable comment, for in other years the big pitcher remained North either coaching the Harvard varsity candidates or remaining at his home in idle-ness. These tactics resulted in lack of condition on Chesbro's part, and for a month or more after he joined the New York team he was of no assistance. But after taking the baths at Hot Springs, followed by real hard work at Atlanta, Chesbro this year can have no excuses if he fails to make good. Chesbro, however, says that excuses will not be necessary, for he will be in fine physical trim when the pennant race begins and will clearly demonstrate that he is still a great dispenser of curves and shoots. Winter predictions by ball players do not count for much, though, and friends of the New York Americans say that if Chesbro does not show his old form Griffith will be wasting time if he continues to bother with him when there are so many other pitchers on the team who are both young and ambitious.

Manager McGraw will have all of his regulars and a bunch of youngsters at Marlin Springs, Tex., in a few weeks. The leader of the New York Nationals has not laid claim to the pennant, but he feels that if he can develop a good second baseman his team will make it warm for the other clubs in the Second basemen are rare nowadays-that is to say, competent ones-and managers who have such players consider themselves extremely fortunate. Pop Anson when he lost the services of Fred Pfeffer in 1890 never found another second baseman who in his opinion came up to the standard, and yet Anson tried a dozen or more players at the bag in the years that he remained manager of the Chicago team. Many critics still insist that McGraw made an error when he let Billy Gilbert go last spring, for he has not been able to replace Gilbert with such men as Larry Doyle, Shay and Strang. Gilbert by the way, says that he will play so fine a game with the St. Louis Nationals this year that McGraw's mistake will be amply demonstrated. That McGraw intends to have harmony among the members of the team is an accepted fact, for he has rid the team of several men who made trouble last year and also did not try their best.

Present day fight critics who do not remember champions of a dozen years ago insist that Joe Gans is the greatest lightweight that ever drew on a glove. But while Gans is admittedly the champion in his class he was not regarded as a world beater when he was fighting here in the Horton law days. There were half a dozen good lightweights then who could make it interesting for him. For that matter veteran ring followers will never admit that Gans at his best was ever to be compared with Kid Lavigne.

### Billiards.

A three cushion amateur handicap tourna-ment will begin at Slosson's Academy to-Prizes will be presented to those who night. Prizes will be presented to those who make the highest runs and also to those who make the best average. The participants will be H. F. Grummels (50), H. French (40), C. Blinn (40), Mr. Blair (40) and A. Strauss (40). H. French and Blinn will play the first game this evening.

Orlando Morningstar and Tom Gallagher will begin a series of five games of 18.2 balk line at Daly's to-night. OUR LAW DEPARTMENT

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GOLF.

United States Association Lukewarm on Olympic Contest.

whatever has been taken by he executive committee of the United States Golf Association regarding the Olympic and 3, although the Amateur Athletic Union has requested it to take charge. The first Olymago was under the sanction of the Royal and Ancient of St. Andrews, to which the St. Louis committee had in ignorance a pplied for a clean bill of health instead of to the United States Golf Association. It was a frost as an international contest. Time makes all things even and at this moment the United States Golf Association holds the balance of power.

classic" renown that the Olympic tournsnent at Deal seems to be in the superfluous order. Yet the Olympic tournament, as in 1904, has the indorsement of the Royal and Ancient. This time the Royal and Ancient committee has not committed the faux pas of recognizing a championship outside of its vested territory. As to the official standing of the tournament De Courcey Laffan, honorary secretary of the British Olympic Assotion, makes this sattement:

Lord Desborough, to the Royal and Ancient other governing bodies of sport, stating that British Olympic Association had been psked to hold the Olympic Games in England n 1908, giving reasons why the invitation should be accepted and going on to ask each to nominate a representative to serve on the council of the British Olympic Association for the organizing of the Olympiad of 1908. Satisfactory replies were received in practically every instance, except in the case of the Royal and Ancient Club, which took no notice of the communication. Eventually it was decided to coopt Mr. W. Ryder Richardson, honorary secretary of the amateur championship committee, to manage the golfing portion of the programme."

The coterie of British golfing amateurs from which so much has been heard in books and magazines do not approve of the Olympic tournament. On a ballot nine of this coterie—John Ball, Robert Maxwell, J. E. Laidlay, J. Graham, H. Fowler, A. C. M. Groome, H. S. Colt, Capt, Burn and J. L. Low—voted against the Olympic idea and only Balfour Melville in favor of the tournament. Horace Hutchinson, H. H. Hilton and C. Norman Hunter, to the surprise of America, are not quoted.

Hunter, to the surprise of America, are not quoted.

That the tournament seems superfluous is apparent from the dissenting votes of the golfing multitudes as transcribed in the British press, which is unanimous in condemnation. Let, while there is absolutely no chance that the Olympic Golf Association will send a team to Deal or that the Western folf Association will put up the Olympic team cup for competition at Peal, it is a certainty that there will be American players there. Our players will have a strong representation in the amateur championship at Sandwich in Mar and at the open championship in June at Prestwick, who between them will make up a team for Deal and the Olympic prizes. There will also be a team of Americans at St. Andrews for the women's championship early in May, but there is nothing to attract them especially to Deal.

The amateur championship of the Western Golf Association will be on the links of the Rock Island, Ill., Arsenal Golf Club, Julv 13-18, and the open championship at the Nor-mandie Club, St. Louis, June 18 and 19.

Both social and legal preliminaries have been completed in the consolidation of the Brooklyn Golf Club and the Forest Park Golf Club, both of which use the public links at Forest Park. The consolidation will bring about the strongest club using a municipal about the strongest club using a municipal links in this country.

CROSS-COUNTRY RUNNING.

Stiff Puzzle for Time Prize in Mott Haven A. C. Handleap.

The Mott Haven A. C. held its regular club handicap yesterday on the usual six mile course over The Bronx roads and pathways. The feature of the race was the tussle for the time prize. Dick Devlin and J. Glibert were on the scratch mark and they supplied the excitement. There were handicaps ranging from 45 seconds to 6 minutes, but the pair paid little or no heed to the men who had the allotments, and fought out their battle o see who was the better man over the stretch

of six miles.

It was nip and tuck every foot of the way until the last fifty yards, when Devlin by a faint sprint won by a few yards in 33 minutes 25 seconds. Devlin finished sixth and (filbert seventh. First prize was won by P. Healy, who had a start of 2 minutes 30 seconds, and his actual time was 34 minutes 45 seconds. Following was the order of the finish.

H'cap. A tu'l time. M. S. M. S

P. Healy	.2 30	34 45
H. Devilin	3 30	35 36
R. Gates		36 00
W. Ahearn		38 57
R. Nerboth		39 15
R. Devilnsci		33 25
J. Gilbertsc		33 26
C. Westcott.		37 08
J. Gerschanck		26 42
R. Sobol		40: 35
H. Slater		41.45
F. Masterson		37.30
F. McGuire		42 47
D. Hutchinson		42 55
G. Gerschanck		42 40
J. McGuire.		43 50
E. Sackman		43 51
P. Phlilips		43 54
C. Schmidt		54 00
		10.0
An invitation run of six n		
from the Mott Haven house	and it at	tracted

from the Mott Haven house and it attracted a good sized pack of runners from other clubs. They sped over the same course, but somewhat earlier in the day. About a score lined up at the start and they were well bunched until going up the Mott avenne hill, when the weaker brigade began to lay. After they turned for home at Cedar Park I. Hogan of the Holy Cross Lyceum took the lead and kept in the van all the way back, winning by a couple of hundred yards. The pack finished as follows:

Name and Club.	1
T. Hogan, Holy Cross Lyceum	3
T. F. Harris, Star A. C.	3
C. Cuno, St. George A. C.	a
J. Ronan, Holy Cross Lyceum.	3
D. Brendeville, Holy Cross Lyceum	а
E. Burtrell, Dominican Lyceum	3
T. Maloney, Jerome A. C	3
H. Hensaath, Mott Haven A. C.	3
T. McGuire, Lakewood A. C	3
M. Marvin, Long Island A. C	a
H. Sackman, Mott Haven A. C	3
B. S. Gllson, Mott Haven A. C	3

New Orleans Entries for To-day.

New Orleans Entries for To-day.

First Race—Selling: three furlongs—Gloriole, 105; Miss Hapsburg, 105. Incla, 110; Miss Imogene, 110; Miss Imogene, 110; Miss Imogene, 110; Melhen Kidder, 110; Molile Stark, 110; Cathrine Cardwell, 110; Kenmore Queen, 110; Kitty Fisher, 110; May VI., 110; Bessie Trent, 110; Exotic, 110; Lillian Ray, 110; Catherine T., 110; Pardy Ana, 110.

Second Race—Selling: five furlongs—Masks and Faces, 102; Ansonla, 102; Donahdo, 102; Blue Ban, 104; The Thorn, 104; Alm, 107; Ora Sudduth, 107; Tea Leaf, 107; C. M. Lowe, 109; Orfano, 109; Hostile Hyphen, 112; Lorrimer, 112; Gratiot, 112; Brimmer, 112; Ben Sand, 112.

Third Bace—Selling: six furlongs—Bright Boy, 113; Monere, 114; Oonoomoo, 115; Jerry Sharp, 116; Animus, 116; Cabrit, 116; Milliades, 118; Alpenmarchen, 119; De Oro, 119; Tom Mankins, 120; Lleber Gore, 120; Braden, 123; Akbar, 123; Kurtzman, 124; Fourth Race—Handicap one mile and a sixteenth—Angelus, 94; Plantland, 101; Yankee Girl, 103; Keator, 107; Tileing, 107; Carthage, 111.

Fifth Race—Sti furlongs—Momentum, 101; Fred Mulholland, 101; Posling, 103; Lucky Mose, 104; Emergency, 105; Clare Russell, 105; Gambrinus, 105; J. C. Core, 107; Coruscate, 109; Maelstrom, 110; Sam Taylor, 110; Waswift, 119; Cablegram, 114; Flaxman, 114; Ananlas, 114.

Sixth Race—Selling; six furlongs—Splon, 111; Fusilade, 116; Russell T., 116; Gracchus, 116; Moyea, 116; Minos, 119; Morales, 119; Rappahannock, 116; Prince Hohenlohe, 119; Come on Sam, 120; Alsono, 120; Marsh Redon, 120; King Cole, 123; Devoul, 123; Wild Irishman, 123.

Sevenith Race—Selling; jone mile and a sixteenth—Lotus Brandt, 92; Moxey Mead, 94; Rexane, 94; Bucket Brigade, 97; Bridge Whist, 97; Dev of Dawn, 97; Albert Star, 102; Rebel Queen, 102; Goldquest, 103; Variety, 106; Hana, 110.

COLOR SCHEME SELECTED FOR NEWARK'S LOCAL SHOW.

mittee of New Jersey Automo and Motor Club and the Dealers Arranges for Decorations-Harding and Poole Entered for Savannah.

The joint committee of the New Jersey Automobile and Motor Club and the New Jersey Automobile Trade Association, which is conducting the affairs of the local automobile show which is to be held in Newark February 21 to 29, has selected yellow and white as the prevailing tints of the color scheme of the decorations. The exhibition will be held in the Electric Park Auditorium and the walls and ceiling are to be decorated in yellow and white, while American flags will be used extensively all over the building. The floors are to be covered with canvas which will be tinted to match the surround-Thirty different makes of cars are to be exhibited, and it is expected that about seventy machines will be shown. An orchestra will be engaged to give concerts afternoon and evening, and moving pictures of the Vanderbilt cup race and the Grand Prix of the Automobile Club of France will

C. M. Hamilton of this city has entered two 50 horse-power Isotta-Fraschini cars in the 360 mile stock car race which is scheduled to be run at Savannah in March. Hugh N. Harding, who won third place with the Haynes entry in the American elimination trial for the 1906 Vanderbilt cup race, and Al Poole, best known as Joe Tracy's mechanic in most of his races, have been named to drive the Isotta-Fraschini entries. W. W. Burke, local manager for the Mora concern, says that a Mora six cylinder machine will be entered in the six cylinder contest at Savannah.

Chief of Police Cowles of New Haven who recently assumed office, has declared his intention to suppress reckless automobile drivers as weil as siren and calliope whistles on cars within the city limits. Chief Cowles holds that the sirens come under the ordinance dealing with nuisances, and has issued an order warning automobilists that their use must be discontinued, at least within the city limits. Many of the Yale students who own and drive automobics in New Haven have been trying to outdo each other in the noise they could produce with whistles, until some of the princips streets sound like the yards of a blg railroad

The customs officials have been greatly disappointed by the action of the United States Supreme Court in denying the petition for a writ of certiorari in the case of tition for a writ of certiorari in the case of the United States against J. T. B. Hillhouse involving the question as to what duty should be assessed and paid on an automobile which has been extensively repaired abroad. This leaves in force a decision of the United States Circuit Court of Appeals that the tariff could be assessed only on the parts of cars added abroad and not on the entire car, as con-tended by the Government customs officials. Motorists and motoring organizations often

Motorists and motoring organizations often overlook opportunities to secure benefits that might easily be obtained, says Motor Age. It is not an easy task to convince the authorities that this or that legislation would have a beneficial effect on motorists and on the community, and consequently the law mills grind slowly on this kind of legislation. While it may be difficult to secure the passage of what motorists deem reasonable legislation as affecting their rights or their interests, there ought to be little difficulty in disposing of such legislation as naturally conests, there ought to be little difficulty in disposing of such legislation as naturally condicts with the absolute rights of any citizen: the chief stumbling block seems to lie almost whelly in the lack of effort on the lack of those most directly interested.

Hardly is there a State wherein legislation has been passed and enforced which has no place on the statute books, either because of the fact that it is class legislation, is unreasonable or takes away a man's constitutional rights. Attention is called to a decision rendered some years ago by the Illinois Supreme Court in a case the principals of which are involved in every instance, wherein motorists are compelled to walk up to some State or city official and pay for the privilege of using the highways, wherein the Constitution clearly gives him the right to use them.

privilege of using the highways, wherein the Constitution clearly gives him the right to use them.

No man owns the highways, no municipality owns them—they belong to the people and are for the use of the people in any manner the people care to use them so long as this use does not take away another man's rights and so long as this use does not become a public nuisance. This is what the Illinois Supreme Court says—and it only backs up what has always been contended, that class legislation has no place in free America and that the highways are for the use of all the people, without reserve and without it being necessary to pay for the privilege of so using them. The State license laws, special permits to use the highways in the form of wheel taxes and similar legislation would never have seen the light of day had some of the earlier cases been carried to the Supreme Court of the United States or even to some of the State Supreme courts. The fact that motorists have submitted to these imposititions for a number of years does not deprive them of their rights to-day; they still have the right to use the highways and do not have to pay for the privilege of using them.

Whenever any of the connections leading

Whenever any of the connections leading to the brakes become bent in a minor accident, they should be returned to their original alignment at once. Any such kinks not only tend to shorten the adjustment, thus altering the ratio of application to pedal or lever movement, but may be the seat of an incipient fracture.

Automobilists of New Haven have presented a petition to their Board of Aldermen asking that one day each week to be known as Automobile Day be specified on which automobiles and other self-propelled vehicles will be permitted in Fort Wooster. West Rock and East Rock parks. These parks, which are said to be the finest and best known natural parks in that section of the country and which include many acres of beautiful scenery and a great many fine roads, are closed to all motor vehicles under penalty of a \$20 fine. This action was taken some time ago, owing to a number of serious runaways and other accidents which were laid at the door of the automobilists.

Frequent advice is given as to the inadvisa-bility of permitting the brake bands to drag when the lever or pedal is in the off position. In order to ascertain whether they have ample In order to ascertain whether they have ample clearance it is necessary in many cases to crawl under a car and in others to lack up the wheels and turn them over by hand, judging by the "feel" whether any undue resistance exists. A far simpler way and one which appeals readily enough to the experienced driver is merely to bring the car to a stop without using the brakes and after it has been running for some little time. If the bands are found to be hot or even warm the symptoms may be considered as conclusive evidence of a wrong adjustment.

clusive evidence of a wrong adjustment.

Thomas H. White, father of Windsor T., Rollin H. and Walter C. White of the White company, has recently been doing considerable work in improving she roads between St. Augustine and Ormond ir Florida. Mr. White has a fine winter home at Daytona and frequent; makes the trip to St. Augustine in his car. There are innumerable little creeks without bridges along the route and it occurred to Mr. White that suitable automobile bridges could be built across these streams at small expense. Accordingly, he contrived an automobile trestle.

This device may be described as made up of two troughs, each consisting of a plank laid horizontally with a plank fastened on each side in a vertical position. The latter, in addition to strengthening the trestle, serves as a guide for the wheels. The two troughs are connected by cross pieces which keep them the proper distance apart, this distance corresponding with the tread of a car. Since Mr. White engaged in this work of bridge building, the trip between St. Augustine and Ormond has lost all its terrors and more automobilists are making the trip than ever before. In addition to bridging the streams Mr. White has had the laborers from his estate working along the road, cutting down the branches and bushes that project into the roadway.

Harvard Willing to Meet Vale in Mile Relay. Word has been received from Cambridge mile relay team to meet Yale in the games of Columbia College in Madison Square Garden on the 15th. It appears from correspondence between Gustavus T. Kirby of Columbia and W. F. Garcelon of Harvard that the Crimson team will only be entered specially to meet the New Haven runners. Kirby has written to Yale asking that a mile relay team be sent along, and if the Elis consent the race will be added to the programme. Yale has already entered a team for the two mile relay and in all probability she will muster a quartet for the one mile event.

Manager Montgomery of Columbia has received the entry of Fordham in the open mile relay for colleges against Wesleyan and Georgetown. Pennsylvania wanted to enter this race, but Wesleyan and Georgetown objected and the entry was transferred to the two mile event. mile relay team to meet Yale in the games

AMONG THE AUTOMOBILISTS AVERAGES OF LOCAL BALL CLUBS. Batting and Fielding Work of Old Men and

> Newcomers and Team Possibilities. The batting and fielding records for last season of the players of the New York Nationals, New York Americans and Brooklyns give some idea of the team possibilities of those three aggregations. Taking the nine best hitters on the New York Americans—Chase, b.; Niles, 2b.; Ball, ss.; Moriarty, 3b.; Bell, Hemphill and Keeler, outfielders; Orth, p., and Kleinow, c.—and the team batting average would be .284. Of the New York Nationals a team made up of Tenney, Doyle, Bridwell, Devlin, Shannon, Seymour, Donlin, Lynch and Curtis would have a team average of 278-this assuming that Donlin would hit .300, a feat of which he is capable. On the Brooklyns Jordan, Pattee, Lewis, Sheehan, Burch, Batch. Lumley, Ritter and Scanlon would make up a team with a batting average

> These figures are on the supposition that the newcomers would bat up to the form shown in the leagues from which they came. shown in the leagues from which they came. The chances for that are slim, and as an example, it is not likely that Ball would bat as well in the American League as he did in the Southern, or that he would bat as well in the National as Elberfeld is acoustomed to hitting. Catcher Curtis of the Poloists has a batting average of .337 in the Interstate League, and a large sized doubt may be entertained whether he can do as well in the National.

> National.
>
> The appended figures show the batting and fleiding records of the three teams as now made up, the records, where so indicated, being the city or league in which they were made last season. Donlin and Stahl were out of the game last year, consequently have no record, while Shay had no fielding record in the official averages. The averages follow:
>
> NEW YORK NATIONALS.
>
> B. A. F.A.

	Tenney, 1b. (Boaton)	
П		
	Shav Inf	
	Hannifan Ib	
	Delderall se (Boaton) 218	
	Devlin, 3b 222	
•	Shannon, If	
	Seymour, cf	
	Donlin, rf	
	Strang, rf	
ì	Mathewson, p	
_	McGinnity p	
		X.
e		-3
ť	Lynch, p. / 282 Bresnahan, c. 253	- 1
г	Needham, c. (Boston)	
1	James, c. (P. O. M.)	
	Curtis, c. (Interstate)	
8	O'Brian o f (P O M)	
t	Earley, o. f. (O, P.)	- 3
	De Vore, o. f. (Cotton States)	
	Prve 1b (Three I.)	
8	Crandall p. (Three L.)	
0	Herzog, 3b. (Tri-State)	
e	Malarkey n (O. P.)	
	Beecher, p. (Three I.)	
1	NEW YORK AMERICANS.	
1	B. A.	F
	Chase, 1b	
	Nillow 2h (St Louis)	
*	Fiberfeld as	
i	Moriarty 3b	
	Conroy If	
-	Hemphill of (St. Louis)	
f	Keeler, rf	
9	Stahl, o. f	
1	Bell, o. f. (Northwestern)	
	Chesbro, p	

Hogg, p. Newton, p. Doyle, p. Glade, p. (St. Louis). Kleinow, c

3	Diair, c. (kri-State)	995	. 9
9	Sweeney, c. (Southern)	200	1
1			0
4	Castleton, p. (South Atlantic)	. 264	0
î			
3	Lake, p. (Eastern)	-272	. 5
ì	Manning D. (171-State)	. 1003	.8
ı	Zeller, p. (Southern)	.073	. 9
1	Plank p. (Connecticut)	236	- 8
1	Hall ss. (Southern)	. 301	9
1	Louden, 3b. (Texas)	276	. 0
1	Keefe, p. (Eastern)	116	×
1			
î	BROOKLINS.	_	
1			F .
1	Jordan, 1b	. 274	- 5
4	Alperman, 2b	. 233	. 5
A	Hummel, 2b.	. 234	5
ì	Lewis, ss.	248	- 5
1	Sheehan Sh (Pittshurg)	27.4	. 2
1	Batch, If	247	. 8
î	Burch, cf	255	. 5
1			8
1	Lumley, rf	267	- 6
1	Bell, p	005	5
4	Rucker,p	153	- 7
.1	McIntire, p.	217	- 5
1	Mcinure, p	148	- 3
7	Stricklett, p		- 2
1	Scanlan, p	200	- 12
1	Pastorius, p	. 200	5
ł	Bergen, c	. 139	- 3
1	Ritter, c	. 203	- 3
1	Butler, c. (Eastern)	.320	- 63
1	Hunter, p. (New York State)	. 301	11.5
1	Pattee, 2b. (Tri-State).	.243	1 13
1	Murch, 1b. (New England)	. 253	. 1

HOCKEY.

Leaders Still Tied for First Place in Both

Amateur Hockey League and the Intercollegiate League are still tied for first place. Last week two games were played in the amateur league. The Creecent A. C. team defeated the New York A. C. by a score of s to 3, and the Hockey Club of New York team defeated the Wanderers. The victory of the Crescents puts that team even with the St. Nicholas Skating Club, each now having scored three victories, with no defeats The victory of the hockey club broke an-other tie which was for last place, and now the Wanderers have four defeats against

them. These four successive defeats have altogether disheartened the Wanderers, and it was said at the St. Nicholas Rink last work that the team would be disbanded. Some of the members feel rather bitter because, they say, that every one was against them.

Just what will be done now is uncertain With the Wanderers out there are four teams With the Wanderers out there are four teams left in the league. It is possible that in the event of the Wanderers declining to continue the tournament a new schedule will be arranged. Some think though that the team will continue to play to the end of the season. The Wanderers, according to the schedule, do not appear in a game until February 14. This week the New York Athletic Club team will meet the Hockey Club to-morrow night and the Crescent and St. Nicholas teams will fight out the question of leadership in the tournament on Friday night.

The Crescent team showed up well on Friday against the younger players of the New York A. C., and it was a game in which headwork and experience told. Unfortunately D. Gordon, the coverpoint of the St. Nicholas team, had been ill with pneumonia and will be unable to take part in any more games this winter. This loss will be a serious one. The standing of the teams in this league to date follows:

Club.

St. Nich. S. C., 3 0 1000 Hock. C. N. Y., 1 2 333 Crescent A. C., 3 0 1000 Wand's H. C., 0 4 000 N. Y. A. C., 1 2 333 Crescent A. C., 3 0 1000 Hock. C. N. Y. left in the league. It is possible that in the

AMERICAN YACHTS ABROAD. Vanadis Launched for C. K. G. Billings

-Morton Plant's Yacht a Big One.

The yachts building for Americans in British yards are growing fast and the Arst of these, the Vanadis, for C. K. G. Billings. has been launched from the yard of A. & J. Inglis at Pointhouse, near Glasgow. This yacht is from designs by Tams, Lemoine & Crane of this city, and the construction is being superintended by G. L. Watson & Co. The Vanadis is 278 feet over all, 233 feet on the load waterline, 32 feet 6 inches extreme beam and 19 feet depth. The Yachtsman says of this vessel: "The yacht is to be classed 100 A1 at Lloyd's. She is of the shade deck type, with a topgallant forecastle and ong range of steel deckhouses amidships. The owner's and guests' quarters occupy the space immediately forward and aft of the machinery space. The officers and crew are berthed forward, and the stewards and servants right aft. The engineers and firemen have quarters at each side of the engine room below the main deck. The owner's private rooms occupy the after end of the deckhouse on the main deck, and consist of two large staterooms. On the cabin deck there are eight large staterooms arranged in suites.

OLD CROW

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there are eight large staterooms arranged in suites.

"The sitting rooms are on the main deck. Immediately forward of the owner's comsthere is a reception room finished in oak and a drawing room in white. A passage leads forward from this on the starboard side past the casings to a large dining room in the forward end of the deckhouse. In the casings are placed the galley, pantry, captain's room and orew's galley. From the starboard passageway a stairway leads up to a smoking

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room in the fore end of a house on the shade-deck and a chart room in the aft end.

"The ventilation is ample, and besides the usual skylights, &c.. there is a system of mechanical ventilation for supplying fresh air through ducts by means of a special fan. The yacht is provided with ample storerooms and refrigerating chambers. She has a very complete electric installation, including an electric hoist from the storerooms to the pantry

electric hoist from the storerooms to the pantry
"The vessel is engined with three Parsons turbines, driving three propellers, to d. velop about 3,000 horse-power, and steam is generated by two large Scotch boilers."

The steamer for Martin F. Plant building at Leith from designs by Cox and King will be a large one, and the Yachting World has pictures showing a portion of the somke box and of the smokestack. Two men standing on the smoke box look like boys, and the smokestack is 55 feet long. A 60 horse-power six cylinder motor car is photographed passing through it as it lies in the shops.

It is estimated that (2) persons could take shelter in the stack.

A new mast has been stepped on Allison V. Armour's auxiliary Utowana at Fay's yard at Southampton, and the yacht is being thoroughly overhauled.

The New York A. C. Christmas fund for the employees has closed and the contributions totalled the nice sum of \$14,053-this is to turbines, driving three propellers, to divelop about 3,000 horse-power, and steam is generated by two large Scotch boilers.

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